

Remarks

Claims 10-18 were previously presented in a preliminary amendment filed August 7, 2006. Claims 1-9, 11, and 14 are cancelled without disclaimer or prejudice. Claim 10 is amended to include the subject matter of claims 11 and 14. Claim 12 is amended to depend from claim 10 instead of from claim 11. Claim 17 is amended to more particularly point out and distinctly claim the invention of claim 17.

Claims 17-18 were rejected under 35 U.S.C. 112, second paragraph as failing to particularly point out and distinctly claim the subject matter which applicant regards as the invention.

Claim 17 has been amended to address a lack-of-antecedent-basis issue by reciting “an electronic control device” instead of “the control device,” and “preferably” has been deleted from claim 17.

Claim 10's recitation of “an independently manageable, operable front-wheel brake unit” now provides sufficient antecedent basis for claim 18's recitation of “the front-wheel brake unit.”

Claims 10-18 were rejected under 35 U.S.C. 103(a) as being unpatentable over Hariu et al. (U.S. Patent 6,070,949) in view of Feigel et al. (U.S. Patent 6,193,328).

Hariu and Feigel do not support a proper prima facie case of obviousness of claim 10 because these reference, either alone or in combination, do not teach or suggest “the master brake cylinder (7) is structurally grouped with the supply tank

(19), the travel sensor (10), and the inlet and outlet valves (21, 22) to form an independently manageable, operable front-wheel brake unit (8).”

Hariu discloses a motor cycle brake with two master cylinders 12, 32 hydraulically connected to a rear wheel brake 5 and a front wheel brake 1 via separate hoses 13, 34. Expensive rear brake interlock control is performed via a motor 22 working together with a submaster cylinder 23, which is connected via a control valve 26 with the rear wheel brake 5.

In contrast to Hariu, the invention of claim 10 is directed to a motor cycle brake system that includes a travel sensor 10, solenoid valves 21, 22, and a supply tank 19 structurally grouped with the front master cylinder 7 to form an independently manageable, small sized front brake unit 8 exclusively applied by a lever 12 for pressure buildup in a brake slip control operation, as is explicitly recited in claim 10. This small sized front wheel brake unit 8 is available as a result of the arrangement of small sized pressure modulation valves 21, 22 in contrast to the expensive rear brake interlock control features disclosed by Hariu.

Feigel discloses an anti-lock brake system with a large and heavy tandem master cylinder 2 that is mounted at a booster 3. The tandem master cylinder 2 is hydraulically connected via eight valves EV, AV with four wheel brakes HR, HL VL, VR. This brake system is designed for a car, and is not adaptable by a person of ordinary skill in the art to a motor cycle.

The complex arrangement of the rear brake interlock control disclosed by Hariu and the complex arrangement disclosed by Feigel do not teach or suggest to a

person of ordinary skill in the art an integration of all of the necessary parts in a single brake unit, as recited in claim 10.

Furthermore, in contrast to Feigel and Hariu, the claimed compact brake unit 8 is advantageously mountable at a motorcycle's steering rod, as recited in claim 18.

Applicant respectfully requests reconsideration of this application and issuance of a notice of allowance.

Respectfully submitted,

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